THE HOUSE COMMITTEE EN ROUTE POR WASH INGTON.

JACKSONVILLE, Jan. 5, 1877. The House Investigating Committee left this morning for Washington, via the Magnolia route and Atlantic coast line of railway. They will arrive Sunday at

SOUTH CAROLINA.

HAMPTON'S WORK OF ORGANIZING HIS GOVERN MENT-EFFECT OF THE TAXPAYERS' RE-SPONSE TO HIS CALL-CHARITABLE INSTITU-

[BY TELEGRAPH TO THE HERALD.]

COLUMNIA, Jan. 5, 1877.

The dulness resulting from the unusually severe state of the weather has seemingly affected political circles, and the two governments run side by side without audible clash. General Hampton has, however, begun the work of organizing his administration, ever, begun the work of organizing his administration, and this work progresses steadily. Numbers of promi-nent citizens call upon him daily from all portions of the State, and, upon their recommendations, the various county officers are appointed and commissioned.

The most important item of the week, perhaps, is the fact that the taxpayers of the State are giving substantial proof of their allegiance to the Hampton government by responding promptly to the demand made

ment by responding promptly to the demand made upon them for support in the shape of voluntary contributions, or advance tax, as it is called. Not quite a week has elapsed since the address of General Hampton was published, and several thousand dollars have been already received.

AN ACT OF BENEVOLENCE.

His first official disbursement was in the cause of humanity, as he at once notified the superintendents of the State Lunatic Asylum and State Penitentiary respectively that he was now prepared to relieve the necossities of the immates of those two institutions, both of which, it must be stated, were on the point of closing for want of funds to keep them supplied with the plainest food and the barest necessaries for even a few days longer.

The moral effect of this acknowledgment on the part of the taxpaying element, together with the subsequent action of Hampton, cannot but be great.

WITH GOVERNOR HAYES.

COLUMBIA, Jan. 5, 1877. General Hampton said to-day, in reference to Judge Mackey's interview with Governor Hayes, that Mackey was not authorized to speak for him or the democracy of South Carolina. He believes that Tilden was fairly elected, and the people desire a peaceful constitutional solution of the question.

LOUISIANA.

REPUBLICAN SENATORIAL CAUCUS-KELLOGG LIKELY TO BE NOMINATED.

[BY TELEGRAPH TO THE HERALD.] NEW ORLEANS, Jan. 5, 1877. There is no change in the situation to-day. The democrats are still busy privately perfecting their

The republican Legislature is holding a caucus to-night to nominate Senatorial candidates. It is ex-pected that Kellogg will be nominated for the long term and Antoine for the short.

EVIDENCE BEFORE THE COMMITTEES-AN EX-CITABLE WITNESS DESIROUS OF FIGHTING

THE CHAIRMAN.

New Orleans, Jan. 5, 1877. The various committees continued their taking of timony to-day, mostly having reference to intimidation, and as usual very conflicting and contradictory. Lieutenant George Arch, of the Third infantry, testified that the election in East Baton Rouge was fair and peaceable. E. B. Lockport, the republican candidate in Livingston parish for sheriff, testified that he was fairly defeated, and that the election was peace-

A BELLIGERENT WITNESS.

Before the Senate sub-committee Armadee Delambre testified in broken English to the organization of buildozers or regulators in East Feliciaha for the purpose of preventing scaling; heard others had subscribed to arm those unable to arm themselves; said Coionel Frank Powers was chief commander.

During the cross-examination witness became very much excited, and spoke of "your gang stealing the yotes" and "your scallawags," but immediately apologized to the committee. As the demand of the chairman for a peremptory answer to a question witness jumped up and asked the chairman if he wanted to fight.

AN ADDRESS TO THE PEOPLE

The democratic Legislature adopted an address to
the people of Louisiana reviewing the recent cauvass
and election, the action of the Returning Board, the
events of January 1, the barricade of the State House,

Messra. Nicholis and Packard will be inaugurated on louday by their respective followings. Each Gov. nor will doubtless proceed to organize a State govern

THE OREGON ELECTORS.

SENATE COMMITTEE-DETAILED STATEMENT OF HIS ACTION AND CITATION OF THE LAW WHICH GUIDED HIM.

WASHINGTON, Jan. 5, 1877. Governor Grover, of Oregon, was examined before the Senate Committee on Privileges and Elections to day in relation to the recent electoral troubles in that

been the Governor of Oregon since 1870, and has been a resident of that State for twenty-five years; he was born in Maine, but resided in Pennsylvania for some years previous to going to Oregon; his attention was first called to the Watts case a few days before the counting of the case a few days before the counting of the electoral vote by the filing of a protest signed by a large number of citizens against his (Grover) issuing the certificate of election to Watts on the ground that Watts was a postmaster on the day of the election and was therefore ineligible to the office of Presidential Siector; several affidavits made by residents of the pounty in which Watts was a postmaster accompanied the protest, and in them it was set forth that Watts was a postmaster accompanied the protest, and in them it was set forth that Watts was a postmaster on the day of election and had been for three years previous to that time.

When the vote of the State was canvassed by the Secretary of State witness was present and gave notice that a protest had been filed against the issuing of a certificate of election to Watts, and as it was not then time to issue certificates, he would appoint ten

when the vote of the State was canvassed by the Secretary of State witness was present and gave notice that a protest had been filed against the Issuing of a certificate of election to Watts, and as it was not then time to issue certificates, he would appoint ten o'clock of next day as the time when he would hear arguments from both sides; all the republican electors were present when witness made the announcement.

THE ARGUMENT REFORE THE GOVERNOR.

At the hearing next day the republican electors filed a counter protest to that filed against the issuing of a certificate to Watts; the protest filed by the republican electors demanded that certificates be issued according to the vote, as declared by the Secretary of State, but it did not deny that Watts was a postmaster; all who desired were heard in relation to this subject, and the discussion which commenced in the morning was kept up through the day and evening; the next morning certificates were issued by witness to the three persons who nad received the highest number of votes and who were eligible under the constitution.

CROSS-EXAMINATION.

In answer to Senator Morton, Governor Grover testified that the opinion which he (Grover) has published, giving the grounds for his action in issuing the electoral certificates as he did, was prepared before his decision in relation to the issuing of certificates was announced; it was not printed until after the decision was announced; it was not printed until after the decision was announced; it was not printed until after the decision was announced; it was not printed until after the decision was announced; it was not printed until after the decision was announced; it was not printed until after the decision was announced; it was not printed until after the decision was announced; it was not printed until after the decision was announced; it was not printed until after the decision was fine and the printed was an experimentally to the election of the witness; the witness accepted the printed was applicated by a print

his duty, said, had Williams, the member of Congress elect from Oregon, been proven to be ineligible, he (witness) would have deemed it his duty to withhold a certificate of election from him; he would not formally proclaim any man elected to an office whom he honestly believed to be ineligible; he had no correspondence with prominent gentlemen in New York, but received a telegrann from ex-Senator Gwim. In which he stated that eminent legal gentlemen of New York were of the opinion that Postmaster Watts was ineligible; the witness also received a telegram from Mr. Hewits, Chairman of the Democratic National Committee, in which he cited several legal decisions bearing on the case of Watts; he also received a telegram from Manton Marble, calling his attention to the case of Watts; the witness answered Mr. Marble that the case was under careful consideration; he met a gentlemon named Patrick a few days before the certificates were issued; saw him at his (witness) office; Mr. Patrick did not say that he was sent to Oregon to represent either Mr. Tilden or Mr. Hewitt; Mr. Patrick mentioned the case of Watts in a general way, but the witness had no private conversation with him, as a number of other persons were present; he regarded Mr. Patrick's visit simply as a call of courtesy on the Governor of the State; the witness thought Senator Kelly came in with Mr. Patrick and introduced him.

TESTINONY OF MR. MARTIM.

The committee held a special secsion at half past two o'clock this afternoon to examice Augustus F. R. Martin, of the firm of Martin & Runyon, stockbrokers, at No. 41 Wall street, New York. In response to questions by Senator Mitchell he testified that it appears from a stub in the firm's, checkbook that a check was drawn by them on the Bank of North America, December 6, 1876, for \$8.000, payable to Ladd & Bush, of Salem, Oregon; the stub was in the handwriting of G. H. Hughes, their bookkeeper; witness knew nothing about the check except from his partner and the book keeper; the latter had told him that th

appear. Senator Mitchell then elicited from the witness that he was accompanied to Washington by Burlon Harrison, of New York, to whom he was introduced yesterday by his partner, Mr. Runyon, who told him Harrison was going to Washington and would "give him advice and help him along with his business;" they came over on the train together; the only advice given him by Harrison was to testify to nothing more than he knew, or, in other words, to give no hearsay testimony; he did not think he needed such advice (laughter); he had no previous acquaintance with Harrison, and could not say what is Harrison's business occupation; was introduced to him in his (Harrison's) office in Pine street; witness is a republican, and his partner, Ranyon, is a democrat.

MR. TILDEN'S ALLEGED "DISBURSING AGENT" SUMMONED TO TESTIFY.

SAN FRANCISCO, Jan. 5, 1877.

A despatch from Salem, Oregon, says that Mr. Bush, of the banking firm of Ladd & Bush, has been summoned to Washington. Mr. Bush was at the State House about noon on the day of the counting of the electoral vote, and the republicans say that the demo-crats were awaiting his arrival then with great anxiety, and asserted at the time that he was Governor Tilden's disbursing agent and that the programme carried out then was not assured till his arrival at the State House.

SENATOR GORDON.

LETTER FROM THE DISTINGUISHED GEORGIAN TO THE GOVERNOR OF HIS STATE-HE BE-LIEVES TILDEN FAIRLY ELECTED AND THE CHANCES OF HIS INAUGURATION IMPROVING. WASHINGTON, Jan. 5, 1877.

to Governor Colquitt, of that State, which is approved by the leading democratic members of Congress. He thinks that Governor Tilden was fairly, peacably, constitutionally elected. Such is the conviction, he thinks, of the country, of all democrats and of a large body of republicans who supported Mr. Hayes. How any unprejudiced man can doubt it or how his inauguration can be deleated with any show of compliance with law seems to him beyond comprehension. MR. TILDEN'S PROSPECTS.

In view of the reasons which Senator Gordon gives he is almost ready to say Mr. Tilden will be peaceably inaugurated. He has faith that the power of truth and reverence for law will control such a body as the

It is no secret that there are republicans in both houses of Congress who will never consent that the Vice President of the United States shall exercise the Vice President of the United States shall exercise the extraordinary and dangerous powers which the extremists seek to confer upon him, and he knows of no other method by which Mr. Hayes can be counted in. The very act of appointing a joint committee to report a plan would seem to be an abandonment of such a scheme and a recognition of the constitutional power of the two houses of Congress over the entire subject. The CONSTITUTION.

of the two houses of Congress over the entire subject.

THE CONSTITUTION.

The constitution provides for all contingencies which have arisen, and for all likely to arise, in this case, and the surest guarantee of a peaceful settlement of this grave question is an unswerving adherence to the law of the precedents. He concludes with the remark that the great mass of the people, republicans and democrats, are honest and fair minded.

Power of Public Opinion.

He reposes with great confidence on the power of public opinion, which is crystallizing in the direction he indicates. That it may be potent enough to secure the peaceful imaguration of Mr. Tilden he believes to be the wish of a very large majority of the people, and he knows of many honest republicans who love country more than party.

ELECTORAL ARITHMETIC. THE WAY THEY COUNTED IN OUR FOREFATHERS

DAYS-E. W. STOUGHTON'S OPINIONS ON THE QUESTION.

situation, in which he endeavors to establish beyond doubt the right of the President of the Senate to count the electoral vote, and concludes as follows:-

doubt the right of the President of the Senate to count the electoral vote, and concludes as follows:—

In 1857, when Mr. Buchanan was elected, teilers were appointed, as before, "to make a list of the votes as they shall be declared," and for the first time, as I believe, in their history they reported "that they have counted the votes of all the States cast for President and Vice President," and for the first time, as I believe, in their history they reported "that they have counted the votes of all the States cast for President and Vice President, except and they were declared mr. Lincoin elected President, tellers having been, as usual, appointed by the two houses "to make a list of the votes as they shall be declared," and they were declared, as before stated, by the President of the Senate.

I had written thus far before reading a pamphlet entitled, "The Electoral Votes of 1876," in which Mr. David Dudley Field attempts to state who should count the votes, what should be counted and the remedy for a wrong count. Upon reading the pamphlet I find that he might consistently, with any practical purpose, have entirely omitted to consider the two last questions, for he assumes the two houses alone have power to count the electoral votes and states:—"the result must be that what the two houses do not agree to count cannot be counted." This conclusion appears from the tone of his pamphlet, to be quite satisfactory to him. To me it is otherwise, for it is discouraging to learn that after the people have through their electors cast their vote for President and Vice President there should be found no tribunal having the power, and whose duty it is to determine the persons actually elected, and this is especially so when I reflect that at the close of another election, should one be held, Mr. Field may again declare "the result must be what the two houses do not agree to count cannot be counted."

THE ELECTORAL VOTE.

A LETTER FROM JUDGE CAMPBELL, OF LOUIS IANA, TO BENATOR BAYARD-HOW THE VOTE

WASHINGTON, Jan. 5, 1877. Senator Bayard, on application, has furnished the folowing letter for publication. It is from Hon. John A. Campbell, now of Louisiana, formerly a Judge of the Supreme Court of the United States, and is a critical commentary upon the history of the electoral

vote as it now exists in the constitution.

The letter commences by quoting very largely from tion and the conclusions found in the report of the committee of 1787. After making quotations from a number of speeches Judge Campbell arrives at the fol

number of speeches Judge Campbell arrives at the following conclusions:—

A DANGEROUS CHANGE ARISEM.

It is probable that had there been no intervention of party conventions between the people and the election such would have been the result. And it is certain that the practice of nominating candidates by conventions and the organization of parties by means of committees and clubs has defeated the intention of the framers of the constitution and has made a radical and dangerous change in the office of the Executive Department, if not of the government itself A body of active, siert, trained and disciplined politicians have been found who make politics a trade, and who subsist upon the partailies, beneficions, expenditures and corruptions of the government. To accomplish their aims they have brought the government directly into the management and control of elections, and the powers of the government to accomplish the ends of party ambition at the ballot box.

WHAT THE GOVERNMENT CAN DO.

accomplish the ends of party ambition at the ballot box.

The Department of Justice, through its marshols, sends battalions of deputies throughout any State when a contest is close. The Secretary of War sends the standing army for the same purpose, under a pretence of preserving peace. Instances have occurred of details from the army to do clerical work for party committees and of officers regulating the order of a political meeting. A Secretary of the Interior takes upon himself the office of Comptroller General of the Presidential campaign, and the President himself has thrown off all the reserve and all of the decorum which heretofore has governed the conduct of that officer in such an election.

The mighty evils of influence, intrigue, cabal, corruption and circumvention are aggravated by the menaces of violence and the conversion of the army into a body of januzaries to enforce the will of the chiefs of the party.

AN INVIOLATE CONSTITUTION.

Under these conditions we are called to exampine the powers, obligations and duties of the two houses of

Congress in a joint convention to examine the returns from the Electoral College. I have brought to your notice the records of the wisdom of the fathers of the constitution. In that wisdom I have sought a guide for the government and the people. In the present crisis the people and the States demand of their Congressional representatives that the constitution be maintained inviolate. I am, with respect and esteem, your obedient servant, JOHN A. CAMPBELL.

INDIANA LEGISLATURE.

GOVERNOR HENDRICKS' MESSAGE-A BEFER-ENCE TO THE USURPATION OF STATE RIGHTS IN SOUTH CAROLINA. Governor Hendricks' message to the Legislature was delivered this morning. It relates wholly to State af-

fairs, with the exception of a reference to the presence of United States troops in South Carolina, saying: of United States troops in South Carolina, saying:

The constitutional and independent authority of State courts and legislatures is endangered if not now supported by a parirotic and liberty loving sentiment so strong among the people that party and partisans dare not defy it. During the four years of my administration our State has not been wholly free from domestic troubles. The public peace has on more than one occasion been threatened. Strong bodies of men, moved by some real or supposed wrong, have threatened to assert and vindicate rights wholly independent of the remedies and proceedings provided by law. In 10 instance has the authority and power of the United States been invoked against them, but in every instance have the peoplo preserved the public peace and maintained the authority of the State and the supromacy of her laws. A people so careful of their own institutions and so capable of preserving them, and of maintaining the constitutional rights and preregatives of their own State government, cannot be indifferent when other States are threatened with overthrow, or the destruction of rights and privileges without which no free State can exist.

THE ASHTABULA HORROR.

YESTERDAY'S PROCEEDINGS AT THE INQUEST-TESTIMONY AS TO THE NON-SUPPLY OF

CLEVELAND, Ohio, Jan. 5, 1877. A special despatch to the Leader gives the follow-

The Coroner's jury resumed the examination of wit-

nesses at one P. M. to-day. A TELEGRAPH OPERATOR'S STORY. J. P. Manning testified :- Resides at Ashtabula; is manager of the telegraph office in the Lake Shore Railroad office there; has the means of knowing of all Rairroad office there; has the means of knowing of all messages received at that dopot while there; was at the depot at the time of the accident; remained at his post from that time until Sunday morning at about three o'clock; said no record is kept in his office of despatches which might be sont by any railroad official along the line of the read to any officer here; had knowledge of all such communications sent during that night; said no message was received by an official here concerning the application of water to the fire; said no messages relating to the fire were received by him; telegraphed to Mr. Crouch, Superintendent of the Eric Division, that the firemen were on the ground: has no knowledge whatever of any order being received to let the wreck burn; has no knowledge of a general order, understanding or desire existing between the officers of the corporation to let a wreck burn in case of fire where lives have been lost.

Charles L. Scoville testified:—Resides in Ashtabula; is engineer of the steamer Neptune; went to the depot when the fire occurred, with the engine, which was then in a condition for use; heard some one say that water was not needed, but help; said many persons asked him why be did not throw water on the fire, and he answered that he had orders to return with his engine; said they told him that bodies were burning, and he said, "If that is the case i will set my engine;" did so, and then blew the whistle for hose, but no hose came; he then went to view he wreck and in search of hose; could find no hose; looked down on the wreck and saw bodies burning and said, "My God, why don't they throw water down there?" then returned to care for his engine; he could have thrown water then if he had had hose; had no control over the hose.

A KNOW-KNOTHING.

A. W. Simmons, sworn, testified:—Resides in Ashtabula; is night ticket agent at the Lake Shore depot; knows nothing of any order before generic details. Hence we had no every told any one that such order had noe needed to the fire, had never t messages received at that depot while there; was at

delived.

A STRONG WITNESS.

Henry Apthorp, sworn, testified:—Resides in Ashtabula; is employed by the Lake Shore Railroad and the Western Union Telegraph Company jointly; heard the crash of the falling bridge and hastened to the wreck; climbed into a sleeping car and helped one man out, who was almost unconscious; thinks that he was the only passenger left in that car; went into the next car and found no one; then went in search of the day coaches, which were generally more nearly illed than the sleepers; has no knowledge of any order from any railroad officials that water was not wanted on the fire; thinks that Mr. Strong did all in the power of mortal to save the wounded victims of the wrock.

ADDITIONAL NAMES OF THE KILLED.

The following are the additional names of persons now known to have been lost in the wreck :-Mary Austin, Omaha.

Elien Austin, Omaha.
Dr. A. W. Hopkins, Hartford Four Corners, Vt.
George H. Spooner, Petersham, Mass.

William Wilson, Boston, Mass.

A NEW YORK LADY MISSING

CINCINNATI, Jap. 5, 1877. A despatch to the Commercial from Fort Wayne says: -Mrs. Colonel Morton, of New York, formerly Miss Bruns, of Fort supposed to be one of the Ashtabula victims. She left New York at that time to visit relatives at Fort Wayne and has not been heard of since.

A VICTIM IDENTIFIED.

CLEVELAND, Jan. 5, 1877. The body of Dr. G. F. Hubbard, of Polk, Iowa, was to-day identified at the Ashtabula freight house, where it has been lying since Saturday. A shawl strap and two shirts were found several days since, which were known to belong to Dr. Hubbard. A brother came on to-day and fully identified the body.

LOVE TRIED BY FIRE-TEN SECONDS OF DOUBT AN AGE OF AGONY -- A FARMER AND HIS WIFE DESCRIBE THEIR SENSATIONS IN THE FALL-

DETROIT. Jan. 3, 1877. If every individual who went down with the ill-fated

railroad train at Ashtabula and lived through the experience were to write up his or her sensations and adventures none would display that coolness and heroism described by Johnson B. Orburn and his wife, who were on their way to the Saginaw Valley. Both are past forty, and Mr. Orburn is an Ohio farmer, who lately purchased a farm in Saginaw county. As the train pulled out from Ashtabula the farmer's wife began cating luncheon, and her husband was trying to read a newspaper by the light of the dim lamp. THE FALLING TRAIN.

He says he feit the first movement when the bridge gave way. He first imagined that one of the wheels under his car had become detached, as a corner of the car seemed to settle down a little. He dropped the paper and seized the back of the seat in front of him. Then the whole car seemed to lift up, and several women shricked in alarm. There was no sensation of failing. On the contrary, both agree that they thought the car was running up a steep nitl. This would prove that the rear end of their car settled down first. From the time the than ten seconds could have clapsed, and yet during that brief interval the husband threw one arm around his wile, she grasped the seat and asked what had happened, and he told her to secure a brace for her feet and added:-"We are off the track and running first, emashing itself to kindling wood, the debris being thrown over the passengers in front. The farmer found himself on the floor, held down by a mass of wreck on his left leg, while his wife was thrown across bim, with the wreck of two or three seats holding her against the side of the car. While thus held, and before either had spoken, one end of the car settled a little and the wife was released.

A PLUCKY PAIR.
"Mary, are you living?" asked the husband, being his first words after the fall. She replied that she was not even hurt, beyond a bruise or two, and by this time the shouting and confusion around them proved that the train was off the track, though neither one suspected that it was more than a tumble into a way-side ditch. It was wonderful how a woman could retain her presence of mind under such exciting circumstances, but Mrs. Orburn didn't even cry out after the shock. Scores of other passengers were spricking in the car and the flames began to eat away at the other-The woman cleared herself of the broken scats just

as the fire started, and she then ascertained that he husband was pinned fast to the floor by the wreck of matter on his leg, which was partially bent around one of the iron standards of a scat. She worked with all her might to set him free, but the raging flames were now only a few feet away, and the smoke and heat were becoming terrible.

you with all your might and see if you can't break it!" called the husband, who thought he could easily free himself if the ieg was released from its cramped position. The wife seized his toot, meaning to obey, but at that moment the car furched over a little and her husband released himself. When they left the car her dress was on fire, showing that another minute would have enveloped both in the flames.

Both were able to walk to the hotel as soon as released, having escaped with only a few bruises. The heroic wife and mother was not only ready to obey her husband's orders, but she had a plan of her own.

"and while I was sure that my husband would be burned alive, I made up my mind to put one of the cushions over him, lie down on top of that, and hope that, while I was being burned up help would come to

"I was atraid she wouldn't be strong enough to break my leg," added the husband, "and then it would be all up with me. I was going to have her get out, and then, rather than be burned alive, I was going to Well, I had this big knile in my right hand pocket, and my right arm was tree to get it and use

EXECUTION OF MAJOR AT CONCORD, N. H., FOR

THE MURDER OF HIS WIFE AND SISTER-IN-

A MURDERER'S DOOM.

Elwin Willis Major, convicted in December, 1876, at Nashua, of poisoning his wife, was hanged at the State Prison here this morning. Major's wife died suddenly in 1874, and ner death was at first attributed to natural causes, but subsequently suspicions were aroused which induced the authorities to cause the exhumation of the body, when strychnine was found in the stomach. A sister of Major's wite having died suddenly in 1869, her body was also exhumed, and traces of strychnine found in the stomach, and circumstances seemed to warrant the presumption that Major having maintained criminal relations with his sister-in-law poisoned her to get rid of her. On the first trial of Major the jury failed to agree, but he was convicted of the murder of his wife on the second trial. Until within a few days he has confidently antipated a commutation of his sentence, and avowed his innocence throughout. Up to the very hour of his execution he was unmoved, and spent last night calmly in religious devotions. At the scaffold he was urged to make a confession, but resterated his declaration of innocence. Before the drop was sprung his nerve deserted him, and he fell upon his knees utterly broken down. He died without a struggle.

SHIPPING NEWS

OCEAN STEAMERS.

Steamer.	San	ila.	Destination	Office.
Adriatic	. JJan	6.	Liverpool .	37 Broadway
City of New York	Jan	U.	Liverpool	15 Broadway
England	Jan	B.	Liverpool	69 Broadway
Alsatia		6.	Glusgow	7 bowning Groom
)der	Jun	6.	Bremen	2 Bowling Green
dano	IJan	9.	Liverpool	29 Broadway
farthin.	JJan	10.	Liverpool.	4 Bowling Green
state of Virginia	Jan	11.	Glasgow	72-Brondway
City of Richmon		13.	Liverpool	15 Broadway
Amerique		13.	Havr	55 Brondway
Anchoria		13.	Glasgow	7 owling Greet
topin			London	a Bowling Green
taly	JJan	13.	Liverpool	60 Broadway
Hermann		13.	Bremen	2 Bowling Green
China		17.	Liverpool	4 Bowling Green
essing		18.	Hambura	51 Pronuway
Rotterdam		18.	Rotterdam.	50 Broadway
State of Nevada		18.	Glasgow	72 Broadway
Britannie		20.	Liverpool	37 Broadway
The Queen		20.	Liverpool	69 Broadwas
California	Jan	20.	Glasgow	7 Bowling Green
Neckar	Jan	20.	Bremen	2 Howling Green
Montana	Jan	23.	Liver ool	29 Broadway
Batavia	Jan	24.	Laverpool	14 Bowling Greet
State of Georgia	Jan	25.	Glusgow	72 Broadway
Wieland	Jun	25.	Hamburg	61 Broadway
rance	Jan	27.	Havre	55 Brondway
Ethiopia	Jun	27.	Glasgow	7 Bowling Green
Stysia		27.	London	7 Bowling Greet
City of Berlin		27.	Liverpool	15 Brondway
America		27.	Bremen	2 Bowling Greet
Auconsin		30.	Livernoot	29 Broadway
Herder	Feb	1.	Hamburg.	61 Broadway
State of Indiana	Feb	1.	insgo v	72 Broadway
Cettle	Feb	3.	Liverpool	37 Broadway
risin	Feb	H.	Hamburg	61 Broadway
City of Brussols		10.	Liverpool	15 Brondway
Labrador	Feb	10.	Havre	55 Broadway

ALMANAC FOR NEW YORK-THIS DAY.

PORT OF NEW YORK, JAN. 5, 1877. ARRIVALS.

REPORTED BY THE HERALD STRAW VACHTS AND BERALD WHITESTONE TELEGRAPH LINE WHITESTONE TELEGRAPH LINE

Steamer Anchoria (Br., Munro, Glasgow Dec 23 via Moville 21st, with mdse and passengers to Henderson Bros.

Steamer Lessing (Ger), Ludwig, Hamburg Dec 20, via Havre 24th, with mdse and passengers to Kunhardt & Co.

Steamer Switzeriand (Belz), Jackson, Antwerp Dec 17, with mdse and 88 passengers to Geo W Colton. Dec 26, lat 48 07, lon 38, fell in with the berk Leander (Br., Callaghan, from Chariottown, PEI, for Charleston, dismasted; took off the captain and crew, ten in number, and brought them to this port.

Steamer Benefactor, Jones, Wilmington, NC, 3 days, with mdse to Wm P Clyde & Uo.

Steamer Old Dominion. Walker, Richmond, with mdse to the Old Dominion Steamship Co.

Bark Caicutta (Br.), Lawie, Bromerhaven 55 days, in

Steamer Old Dominion. Walker, Richmond, with mase to the Old Dominion Steamship Co.

Bark Caicutta (Br.), Lewis, Bromerhayen 55 days, in ballast to J. F. Whitney & Co. Was 8 days N of Hatteras, with heavy NW and NNW gales, with very cold weather, had a pilot on boars for five days. Dec 13, lat 22 10, lon 38 42, passed a German bark showing signal letters CFDs, from France for Whimington, NC; 22d, lat 24 58, len 65 50, a Norwegian bark from Londonderry for Baltimore, 42 days out; same day, lat 25 15, lon 65 25, an Italian bark from Dublin for Baltimore, 44 days out.

Bark Templar, Bartlett, Geinoa 118 days, and Gibraltar Oct 9, with marble and rags to J B Philipp' Son; vessel to Lunt Brothers. Had moderate weather to lon 51; since a continuation of gales from WSW to WNW; lost and split sails; was 10 days north of Hatteras, with extreme cold weather, all the crew being more or less frostbitten; did not have whole topsails on the vessel for the last 45 days; Dec 25, off Chincoteague Shoal, passed a vessel's deck house, painted white, and some broken spars.

Bark Southern Belle (Br), Loobina, Loghorn Oct 25 and Gibraltar Nov 4, with marble and rags to order; vessel to Jas W Bwell & Co. Dec 29, 20 miles 85 of Absecom, had a heavy ME gale, veering ho Sw, lasting 26 hours, at times blowing a burrleane; lost foretopasilyard, spanker boom, and split sails; had three men haoly frostbitten; was 21 days W of Bermuda and 9 N of Hatteras; with most blowing a burrleane; lost foretopasilyard, spanker boom, and split sails; had three men haoly frostbitten; was 21 days W of Bermuda and 9 N of Hatteras; had a pilot on board for the last 10 days; bec 31, 25 miles 8E of Pire Island, spoke ship Vigitate, from Leghon tor New York.

Sehr M G Leonard, Lowery, Virginia.

Plietobat E C Knight, Philadelpha (see Miscellany).

Arrived yesterday—Steamer San Salvador, Nickerson, Savannah, with mase and passengers to Geo Yorge.

Pitothoat E C Knight, Philadelphia (see Miscellany).

Arrived yesterday-Steamer San Salvador, Nickerson, Sannah, with mdse and passengers to Geo Yeage.

PASSED THROUGH HELL GATE. BOUND SOUTH.

Steamer Santee, Davis, New Bedford for New York, Steamer Thetis, Young, Providence for New York, Steamer Tillie, Ewing, New London and Notwich for New York. Steamer Stonington, for New York, Steamer City of Lawrence, New Haven for New York, Steamer Granite State, New Haven for New York,

BOUND EAST. Steamer Neptune, Berry, New York for Bo

WHITESTONE, LI. Jan 5, 1877. The les obstruction in this section of the river is growing The ice obstruction in this section of the river is growing more troublesome every hour. Until to-day the large Sound boats experienced little or no difficulty in getting through, but the immense quantities of pack ice that comes east every tide is fast forming a blockade so that the largest east every tide is fast forming a blockade so that the largest steamers are detained many hours endeavoring to break through. The steamer City of Lawrence, for New York, was live hours cutting her way from Throng's Neck to Riker's Island, and to-night all the enastward bound boats experienced the same difficulty before they succeeded in forcing a passage. The tugboats with the canal barges in tow, before reported in the tee at this point, successed in the large steamboats.

The New York Charity Hospital's beat Fidelity, was stuck fast opposite the Henatto Telegraph station all day, but toward night was making an effort to get out with a probability of succeeding.

Ship Palmetract (Nor), Olsen, from Havre Sept 13.

CLEARED.

Steamer Adriatic (Br), Perry, Liverpool via Queens-town-R J Cortis.
Steamer Alsatia (Br), Campbell, Glasgow-Henderson Bros.
Steamer Montgomery, Winters, Havana-James E Ward Co. & Co.
Steamer Qarondelet, Faircloth, Fernandina via Port
Royal-U H Mallory & Co.
Steamer Canima (Br), Liddicoat, Hamilton (Bermuda)-Royal—U I anima (Br), Liddicoat, Hamilton (Bermuda)— A F. Outerbridge. Steamer Magnolia, Daggett, Savannah—Murray, Forris & Ship Western Empire, Grozier, Liverpool-Jas W Elwell Ship Western Empire.

& Co.

Bark Charley (Br), Robinson, Cork or Falmouth for orders—C W Bertaux.

Bark Maria (Ital), Ambrosano, Lisbon—Funch, Edye & Co. Hark Elcardo (Ital), Consigliere, Trieste-Slocovich &

Bark Ricardo (Rai), Consignere, Frieste-Siecevich & Co.
Brig Antelone, Ray, Matanzas—F Talbot & Co.
Schr James E Bayles, Dickinson, Kingaton, Ja—Leayeran & Co.
Schr Joanna Doughty, Doughty, Trinidad (Cuba)—Bentley, Gilderkiewe Co.
Schr Traveller, Hodges, St Augustine—Bentley, Gildersleeve & Co. Steamers Mass (Dutch), Rotterdam; Tyrian (Br), Glasgow; Gruece (Br), London (see Miscellany); Montgomery, Havans; Carondelet, Fernandina, &c; Magnolia, Savannah; bark Anim; (Ger), Barcelona; brig Morning Light, Georgetown, Dem.

Wind at sunset, W. Barometer at sunset, 30.26, Thermometer at sunset, 25.

OUR MARINE CORRESPONDENCE. NEWPORT, J.I. Jan 5, 1877.

this date until the breaking up of the ice in Mount hope Bay, be obliged to make this the terminus of the route, in-

New Haven, the properior Attacross has been frought into see.

Brig Eijas Stevens, from New Orleans for New York, be fore reported as serving nere, will be towed to New York. Her cargo of molasses has shitted. The vessel is leaking and has lost topani and split tower sails.

Schr Mary Fasten, from St Martins, before reported here in olistress, will be towed to Providence, where her cargo has been sold. It was originally intended for New York. It was originally intended for New York. It was originally intended for New York. It was not been too to not be the control of th

Steamer L A Belknap towed the schr C E Gibson into the harbor this morning, and afterward started for Boston with schr C C Lane. Steamer Elsie sailed at the same time, with

schr C C Lane. Steamer Elisie salled at the same time, with schr M E Higgins, for Boston.

Several vessels that harbored during the storm and severe weather of the past few days sailed this morning.

Schr Merriman, Hoffses, from New London for Boston, has lost her foresail and d-ck load,

Capt Hisskell, of the schr H Curtis, from New York for Boston, reports very severe weather outside.

Schr W F Green, ashore at the Herring Cove, is leaking. A contract has been made with J S Atwood to float her off.

Schr Mary F Bryan was successfully floated from her dangerous position by Harvey S Cook & Co, before the storm commenced. She is to be towed to Providence.

MARITIME MISCELLANY

STRAMER GREECK (Br), which was ashore in the lower bay, got off about noon yesterday, and proceeded to sea.

SHIP PLEIADES, from New Orleans for Havre, which went ashore Dec 23 on the quicksands, Marqueses, during a dense for, was assisted off by sehr Matilda, which was awarded \$4,000 (not \$5,000), and the ship taken into Key West 24th. She was to proceed on her voyage without delay.

Bark Brongers (Nor), Olsen, from Londonderry, arrived in Hampton Roads New Your's day. When about 120 miles northwest of the Irish coastshe picked up a tishway fishing boat, which had been driven out to sea and was unable to get hack. The crew of the frail craft consisted of three nean, a fourth having died the day previous from exhaustion. Two of them are very old men and all bave famillies, who, of course, think that they are lost. Captuin Olsen turned them over to the British Consul at Norfolk, and they are to be sent home.

sent home.

Brig J B Kirny, from New York, which arrived at Wil-mington, NC, 2d inst, experienced heavy gales, causing the vessel to make some water, but without damage to carge as far as known before discharging. On the 30th Dec, in a heavy gale from SW of Cape Fear River bar, lost anchor and 60 fathoms of chain.

has put into St Thomas, with loss of radder and sails.

SC:IR COME ETTA. Pendleton at Savannah Dec 29 from
Boston, had heavy gales and stormy weather during the entire passage, and on 21st December was boarded by a sea
which carried away boat, one davit and spit sails.

SCHR BREADKLELANK (Br), from Cascumpec, PEI, for
Boston, with a cargo of potstors, put into Halifax Jan 3,
with mainmust spraing and leaking.

SCHR PACTOR, from Staten Island for New Haven, before
reported abnore near Black Rock, is fast going to pieces,
Her cargo (scrapfron) will be saved and taken to New Haven.

SCHR JESSIE B SMITH, ashore at Lewes; Del, remains tight. SCHR GENERAL PALMER, Maybew, which left Cedarville, Ray, NJ, about seven weeks ago, has not sine; been heard

of.

SCHE LITTLE LADIE, which went ashore at Scarboro, Me, is high and dry on the beach.

PILOT BOAT E C KNIGHT, No 2, of Philadelphia, came to this port yesterday for repairs, having on the 3d, off Cape Hentopen, in a heavy WNW gale, broken mainboom and steering gear. She was unable to get to Philadelphia in consequence of the ice in the Delaware River.

A black can buoy, rumbered 21, drifted ashore on the East Chop of Vineyard Haven some days since.

The Five Fathom Lightship is at Wood's Role, awalting the arrival of a US steamer to tow her to her station off the Gapes of Delaware. A large fleet of lumber-loaded coasters went out of Port-land ann Portsmouth harbors Jan 1, and it is feared some of them will nover reach port. A large fleet was in Boston Bay Monday night, when the storm set in.

Bay Monday night, when the storm set in.

The Boston Tow Boat Company have stationed their largest tar, the CM Winch, at Provincetown for the winter, to assist vessels in distress and to tow them to Boston should they require it. She has gone to the assistance of the brig ashore at Billingsgate.

Ballingsgate, Ballingsgate, Ballingsgate, Ballingsgate, Stronger yesterday than at any time this winter. The cold of Weineaday night solidified the tee broken during the day. On Thursday morning before the steamers opened a track it was possible to walk across the harbor. The Locust Point ferry steamers had a hard fight in crossing, but finally succeeded. The leoboat Maryland broke a track to Fort Carroll, then returned and broke the ice of Locust Point pier, alterwards going down the river. Three United States lighthouse boats followed the ice boat, also a tow of cyster pungles. From Annapolis the ice was heavy nearly all the way down and no open water below Thomas' Point could be seen.

could be seen.

Campex, Ne, Jan 5—The Postmaster at Georgetown, Me, reports that an unknown schooner broke to pieces and washed ashore on Small Point yesterday. The description of the vessel answers in every particular to the James Garcelon, of Camden, which left here before the gale last Friday. Her crew were Captain Jesse Cobb, W Foye, S E Janus and — Pendleton, of Camden, all of whom are supposed to be lost. The schooner was loaded with potatoes and hay and was bound for Boston. There is no insurance on the vessel or cargo, [This is prebably the same vessel reported from Bath 2d to be ashore at Small Point.]

Halipax, NS, Jan 5.—The steamer George Washington arrived here to-day from St Johns, NF, and reports having had a severe passare. She left there on Saturday last and she burned here bulkheads and 13 barrels of pork. Among her passengers were the crew of the wrecked American schr Daniel A Burnham.

Jacksonville, Jan 1—The schr Mary J Russell, from

Middle Ground.

WARREN RI, Jan 3—A schooner is off Popasquash Point, waiting for a tug to tow her up to Seymour's wharf. The vessel has a cargo of 13,000 bushels of corn from Baltimore for Seymour Brothers. She has been four weeks on the passage from Baltimore, 11 days of which she spent in Hampton Roads. Her passage has been a very unpleasant one, and in one blow she dragged her anchors more than a mile. A good deal of anxiety has been felt, in view of the length of her trip and the severe storms which have inter-

OVERDUK—Bark Everett Grey (of Yarmouth), Loring, cleared at Hoston Oct 20 for Gloucester, E, with a cargo of grain, and has not been heard from since leaving port, chier vessels which left about the same time made the trip in from 25 to 35 days, the weather being lavorable to outset beam sail.

irther vessels which left about the same time made the trip in frem 25 to 35 days, the wessels re being lavorable to outward bound sail.

The clipper bark Stonewall Jackson, Capt Arbecam, which sailed from New York July 3 for Yokohama, Japan, up to Duc 16 has not arrived, in censequence of which some auxiety is leit for her safety. She was built and is partly owned by Mr Daulei D Kelly, of E. St Boston, and is commanded by his son-in-law, who has his wife with him. Her passages is long, but she ought not to be considered out of time in less than six months, for she may have been becalined. She was last spoken Aug 19, in lat 15 S, lon 17 W, which showed that she had made lair progress.

Schr Starlight (of Boston), Capt Levi S Jones, of St George, Me, which sailed from Brinnswick, Ga, about Nov 19, with a cargo of lumber for Damariscotts, Me, has not since been heard from. Schr Aimie Jones, Capt Robert Jones (a brother of Capt J, of the Starlight), left Brinswick for New York on the same day and was abandoned Doe 13, and it is learned the Starlight foundered in the same gate. The Swas J6 tone register and was built at Waldoboro in 1856.

Gonsiderad Ruddes, which sailed from Alexandria for New York on Hampton Roads on the 19th of the same month, and has not since been heard from.

NOTICE TO MARINERS.

RICHMOND, Jan 4—Black cambuoy No 43, in James River, has been broken by the ice from its position, near Jordan's Foint lighthouse, and dragged up alongside the wharf here.

REPORTED SHOLL SOUTHWARD AND WESTWARD OF RERNUDA.

In ormation has been received that Capt Chiappori, of
the Italian bark Perseveransa, has seen a shoal about 150
miles from Bermuda which is not down on the charts. Ho
states that on the 15th of September, about 7½ AM, with
wind WSW and heavy sea from SSE, he saw a shoal, on
which the sea broke at intervals. He makes the position of
the shoal lat 31 15 15 N, lon 07 41 W.

See a specific received through the Italian government that Captain Rearup, of the Danish brig Venus, has lately seen the Espain Rearup, of the Danish brig Venus, has lately seen the Espain Rearup, of the Danish brig Venus, has lately seen the Espain Rearup, of the Manuscott which has been considered the Espain Rearup of the Manuscott Rearup of the R

tion on approaching the Antides, and therefore thinks that the position may be relied on.

Notice is hereby given that a new lighthouse, erected by the government of Canada, on Fort Folat, west side of La Have River, Lunenburg county, Nova Scotis, for the purpose of guiding vessels into the river, will be put in operation on the lat of January, 1877.

Position—Lat 44 17 29 N. Ion 64 21 W.

The light is to be a fixed red extroptric light, elevated 48 feet above high water mark, and in clear weather should be seen at a distance of eight miles. The lighthouse is of wood, painted white, and consists of a square tower, 35 test high from base to vane, with dwelling attached.

Department of Marine and Fisheries, Department of Marine and Fisheries, Department of Marine and Fisheries, Ottawa, Dec 20, 1876.

OUR CABLE SHIPPING NEWS ANTWERP, Jan 4-Arrived, barks Rocco Schiaffeno (Ital),

New York; Lina Schwoon (Ger), Horn, do; Nellie May

Maristany, Charleston, CRITE, Jan 3-Arrived, bark Gyda (Nor), Ericksen, New GLASGOW, Jan 3-Arrived, steamer Assyrian (Br), Don-

aldson, New York (see below).
GENOA, Jan 3-Arrived, bark Veneranda (Ital), Trapani, Now York. Hull, Jan 4-Arrived, bark Sirena (Ital), Cichero, Phila

delphia for Rotterdam.

HAVEE, Jan 5-Arrived, ship Brown Brothers, Goodell, San Francisco; barks Crown Jewel (Br), Smith, Galveston, Ophir (Br), Edgett, Charleston; sohr Mattie W Atwood,

HAMBURG, Jan 4-Arrived, bark Gluseppe Bozzo (Ital),

astorino, Philadelphia via Queenstown. Irswicu, Jan 5—Salled, bark Embla (Br), McKenzie Irswich, Jan 5—Salled, bark Embla (Br), McKenrie, United States (before reported sailed Der 23).

Liverrool, Jan 4—Arrived, ship Atmosphere (Br), Wright, New Griesans; Charlotte W White, Dyer, do; 5th, Scioto (Br), Mitchell, do; Santa Clara, Tobey, San Francisco; Importer (Br), Sutherland, Mohlie; barks Imogene (Br), Bahr, Charleston; John M Clerk, Conant, Savannah (Woys (Nor), Andersen, Charleston.

Salled 5th, ships Kalliope (Nor), Larsen, United States; Victoria Nyanza (Br), Large, San Francisco; Paulina (Br), Hughes, Now York; bark Ralph P Poake (Br), Hogas, United States.

London, Jan 5—Arrived, ship Rhine, Stetson, New York, Limerick, Jan 5—Salled, bark Thereso (Ger), Hanson, Now York.

New York.

Naples-Smiled, bark New York (Ital), for New York.

Palerneo, Dec 25-Sailed, brig Clara Jenkins, Coo.

QUEENSTOWN, Jan 3—Arrived, bark Anatra (tan), clem, New York; 5th, ship Tam o'Shanter, Soule, San Francisco; barks Rath Topping (Br), Ericksen, New Orloans; Icarus (Br), Cochrane, New York; Fortuna (Nor), Larsen, do. Also arrived 5th, steamers City of Berlin (Br), Keanedy, New York for Liverpool; Caspian (Br), Trocks, Baltimore via Halifax and St Johns, NF, for do; Wyoming (Br), Jones, New York for do (and all proceeded).

Also atrived 5th, bark Saga (Nor), Larsen, New York.

LONDON, Jan 5—It is reported that the Anchor ilse steamer Assyria, Capt Donaldson, from New York Dec 10, which arrived at Glasgow Jan 3, jettlsoned part of her cargo

on the passage.

Ship Abner I Benyon, Watts, from St Nazaire Dec 25 for the United States, has put back to Quiberon under stress of

Brig Courier (Br), Prewett, from Charleston Nov 23 for the United Kingdom, was abandoned on the 26th of Di-cember. The grow landed at Falmouth. [The Courier res-

cember. The crow inneed at raimouth. The contertex istered 210 tons, was built in Prince Edward Island in 18:3, and hailed from Newport, E.]

Bark Clara (Ger), Kruse, from Philadelphia Dec 3 for Hamburg, was abandoned Dec 21 in a sinking condition, [The Clara was built at Bolms in 1854, registered 694 tons

and belonged to Geestemunde.]

Bark Kong Carl (Nor), has put into Plymouth with her foremast aprung. | Bark Kong Carl (Nor), Henrichsen, sailed from Galveston Dec 1 for Liverpool.]

Bark Lord Clarendon (Br), Nichola, from Liverpool Dec 25 for the United States, has put back.

LIVERPOOL, Jan 5 - The Mary Jane is ashore at Campbel Brig Larkon (Swe), Lithmann, from New York Nov 11 collision. She was discharging cargo,

FALMOUTH, Jan 5, PM-Wind WSW.

FOREIGN PORTS.

BLACK RIVER, Ja. Dec 23-In port schr Anna May (80) BLACK RIVER, 35, Dec 2-11 port, or United States, 1dx.

Galdera, Nov 25—In port, ship Independence, Strout, from Valparaiso.

Hlogo, Dec 3—In port, ship Mary Frazer (Br.) Dexter, for Portland, O.

Hong Kong, Nov 19—Salled, bark Deutschland (Ger), Temann, Keelung, to load for Hong Kong (not as before Tremann, Keeling, to load for Hong Kong into as before renorted).

HALIFAX, Jan 5-Arrived, steamer George Washington, Whitehead, Si Johns, NF, for New York (see Miscellany).

Lucka, Ja. Dec 23-In port, schr Wm Fisher, Loring (from Pensacola), for United States, ldg.

PORT MORANT, Ja. Dec 23-In port, bark Anglo Indian (Br.), for United States, ldg.

SANTOS, Nov 28-In port, bark Union, for New York, ldg.
ST ANN'S BAY, Dec 22-In port, schr Adam Bowlby, Jellison, for New York.

Victoria, Dec 25-Arrived, ship Wildwood, Herriman, San Francisco.

ASTORIA, O. Dec 28—Arrived, ship Flechero (Br), Cor-lyon, Valparalso (and sailed Jan 3 to return); barks Alna-burg (Br), Armstrong, Iquique; Finzel (Br), Deas, Valpa-rales. raiso.

Sailed Dec 27, bark Ella (Br), Port Blakely; 28th, ships Selene (Br), Nicoll, Queenstown; Jan 2, Esmeralda (Br), Park, Grangner (Nor), Burrard Inlet; Norther (Br), Young, United Kingdom; bark Vale of Doon (Br), Barber, Queenstown, BOSTON, Jan 5—Arrived, steamer Johns Hopkins, Hallett, Haltimore; sehr D 8 Ives, Dunnells, New York. Cleared—Steamers Olympus (Bey, Billinge, and Istrian (Br), Fitt, Liverpool; bark stebecca Crowell, Crowell, New

(Br.), Fitt, Liverpool; bark Redeced Crowdii, Clowes, Server, Salled—Steamor Istrian.

BALTHORE, Jan 5—Arrived, steamer Lake Megantis (Br), Battersby, Liverpool.
Cleared—steamer Nova Scotian (Br), Richardson, Liverpool via Halifax; bark Kiota, Long, Dunkirk.

At Annapolis, schra Belle Hardy, Baker; Hushrod W Hill, Hawley, and Thos N Stone, Pitcher, from Boston; Stephen Morgan, Hadnes, from Rhode Island.

BASS HARBOR, Dec 29—Arrived, schr Glenmyra, Bradley, Cornwallis, NS, tor Philadelphia.
CHARLESTON, Jan 2—Salled, bark Wawalench (Br), Wilson, Liverpool: Abigail (Br), Raymond, do; schr Julia Elisabeth, Harbor Island.

EUREKA, Dec 28—Arrived, brig Hesperian, Wentworth, San Francisco. San Francisco,
EDGAMTOWN, Dec 31—Arrived, schr Hattle Coomba,
Blahop, New York for Boston.
Jan 2—Arrived, schr Catawamteak, Kennedy, Podunky
River for Rockland.
FERNANDINA, Dec 30—Arrived, schr Sarah L Davis,
Cattal News

FERNANDIA, Dec Cotteel, Nassau.

Slat-Arrived, bark Baltic (Ger), Heverig, Swanssa; brig
B H Rich, Paine, Havana.
GALVESTON, Jan 5-Arrived, schra Henry R Tilton,
Birdaall, Aspinwall; Mary A Wood, Steelman, Philadelphia,
Cleared-Ship Beau Monde (Br), Hawkins, Liverpools
barks Ilma (Nor), Albertsen, do; Erna (Ger), Schutte, Bre men.
Sailed—Bark Arcadia (Nor), Liverpool; brig Alphonsin
(Fr), Havre; schr Washington, New York,
GLOUCESTER, Jan 4—Arrived, schr Georgians, from

GLOUCENTER, Jan 4—Arrived, sear Georgians, Itolan New Brunswick.
Arrived Dec 23, schrs Minnie (Br), New York for St John, NB: Jan 1, Convoy, French, do for Rockland.
Sailed 2d, schr Two Brothers, Trevoy, Baltimore.
IIAMPTON ROADS, Jan 4—Bark Yoskerlide (Nor), Hendricksen, from Newry, has been ordered to Baltimore.
HYANNIS, Jan 1—Schr John II Hancock, Haitett, from New Orleans for Boston, is at anchor off Bass River.
JACKRONVILLE, Dec 30—Arrived, schr Mary J Russeil, Steelman, New York. HYANNIS, Jan 1—Schr John H Hancock Haliett, from New Orleans for Boston, is at anchor off Bass River.

New Orleans for Boston, is at anchor off Bass River.

Statis Now York.

Statis Now York.

New York via Wilmington, NG (and sailed for New Orleans); 24th, ship Pielades, Chase, New Orleans for Havre; bark Chas Cox (Br), Cox, Liverpool; 27th, schr Bob (Br), Albury, Nassau.

Arrived Jan 4, steamer State of Texas, Nickerson, New York for Galveston (and proceeded).

Sailed Dec 27, schr Narah Hall, Roberts, Pascagoula; 28th, steamer Margaret, Baker, New Orleans.

In port 29th, schr Fisher, Cody, completing repairs to mast, Ac.

MOBILE, Jan 5—Arrived, brig Cito (Dan), Jansen, Rio Janeiro; schr Rhoda P Taylor, Gardener, Indianola.

Cleared—Bark Christiana (Nor), Ulrichaen, Bermen.

NEW ORLEANN, Jan 5—Cleared, ship Wm McGilvery, Nickels, Liverpool; barks Mindet (Nor), Beck, Cadis; Casimiro C (Aus), Nicolich, Limerick.

Passas, Jan 5—Arrived, ships Joseph Fish, Stackpole, London; Protector (Nor), Falez, do: Glenfinart (Br), Hamiton, Glasgow; City of Richmond (Br), Cummings, Liverpool; barks Kate Cann (Br), Smith, do: P C Merryman, Merryman do: Vanadis (Nor), Larsen, Ansterdam; Nerea (Aus), Luyk, Gloucester, R.; Minnie M Watts, Watts, Antwerp, Colin E McKeli, Croweit, Laguayra; Consiglia Galatola (Ital), Lavino, Dublin.

NORCOLK, Jan 2—Arrived, ship Antaretic, Castillan, Liverpool (to load cotton for do); schrs Decatur Oaks, Barker, Newport; Jennie E Vandevott, Brown, New York, Cleared—Schr Flora M Crowley, Allen, Demerara, Sailed—Barks Anteloge, Simpson, St Croix; Benguela, Bartiett, Liverpool.

30—Sailed, ship Joseph (Br), McArthur, Liverpool, Schr-Arrived, bark Bjorgvin, Nort, Olsen, Londonderry, Sailed—Steamer Marina (Br), Elwood, Liverpool, New Work, New York, New York,

-Arrived, brig Eliza Stevens, Rich, New Orleans for w York. oth-Sailed, schr David Caril, Hawkins (from Virginia). W York. NEW LONDON, Jan 4-Arrived, schr M M Merriam, Hooken for Providence.

PASCAGOULA, to Dec 31—Arrived, schrs Vernal, Loc, faiveston; H Bradley, Voss, Corpus Christi.

PHILADELPHIA, Jan 4—Arrived, steamers Wyoming, Feal, Savannah, and Centipode, Millor, Boston.

Below—Schr J M Morales, from Miragoane for Chester,

Below-Schr J M Morales, from Miragoane for Chester, Pn.
At Delaware Breakwater-Ships Johann Fellman, Union; barks Trojodnica, Balthasser, Idea G, Daniele, Grad Senj, Joe Ranners, Leon Foncaldo, Elena, Monte Consigliero, Joe Ranners, Leon Foncaldo, Elena, Monte Consigliero, Duca de Gulliero, Boschette, Monte A, Eonis, Northavet, Italia, Enrica Dandolo, Retorner, Abbie B, Charlie Hickman; brigs Saga, Wessey & Seymonr, Elba, Glaff Kyretsachrs S C Noves, Soo Jakes, Adule Blatisch, Mest Dennis, Lord Mayo, J G Stover, M D Irchand, Sophia L Richardson, Fanny Tracy, J B Smith, J M Morales, Mary Long, At Newcastle-Schrs Isane L Clark, C R Prico, B H Irona, J F Doughty, Thee Smitch Son, At Chester-Schrs Margie, Agnes I Grace.
Above Chester-Schrs Margie, Agnes I Grace, Schreiber, Margie, Agnes I Grace, Above Chester-Schrs Margie, Agnes I Grace, Crack Above Chester-Schrs Margie, Agnes I Grace, Above Chester-Schrs Margie, Agnes I Grace, Above Chester-Schrs Margie, Agnes I Grace, Carlon Margin, Adv. M

PORTLANDAM, Matauras; schr U II Porta-Pitre.
Provia-Pitre.
PROVIDENCE, Jan 4—Arrived, steamer Blackstone,
Hailett, Baltumore via Norfolk.
Below-Schrs Mary P Cushman, Wall, from Hoboken;
Charles Dennis, Heath, from do.
Schrs Ses Lion (Br), for St John, NB, via New York;
Charles P Stickney, for Philadelphia, and Sea Bird, for New
York, are all icebound this side of Nayatt Point, waiting an lork, are all icebound this side of Nayatt Point, waiting an opportunity to proceed.

SAN FRANCISCO, Dec 28—Arrived, barks Gen Cobb, McDonald, Scabeck: Revers, McIntyre Nanaimo, Cleared Bark Itenr. Buck, Sorman, Victoria, Jan 4—Arrived, ship Grota (Br), McCreary, Sydney, XSW.

NSW.
Cheared - Ship E J Harland (Br), English, Liverpool.
SAVANNAH, Jan 5-Arrived, bark Rockwood (Br),
Seeley, Liverpool; schr Carrie-Jones, Richmond, Va.
Cleared - Ship Ettrian, Woodworth, New York; barks,
Blina Campbell (Br., Richards, Charleston; Francis Herbort (Br), McKenzie, Doocy; schr Samuel Fis., Tesl, New

Sailed - Brig Albatross, Charleston. SALEM, Jan 2-Sailed, steamers Williamsport, Willetts, Philadelphia.

3d—Sailed, steamer Reading, Colburn, Philadelphia;

3d—Sailed, steamer Reading, Colburn, Philadelphia;

schr Geo A Pierce, Kelly, New York via Giouceater,

WILMIGTON, Cal. Dec 22—Sailed, bark Wm H Gawley, McGnire, Port Madison.

WILMINGTON, NO, Jan 5—Arrived, bark Ceres (Gor),

Dollner, Liverpool; brig Joshua King (Br), Hamilton, do.

Below—Brig Martha Gier),

WOOD'S HOLE, Jan 3—In port schr Wm Withington,

Idg for a Southern port.

A -SKIN AND SCALL DISKASES

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